# UNITED STATES MARINE CORPS Logistics Operations School Marine Corps Combat Service Support Schools Training Command PSC Box 20041

Camp Lejeune, North Carolina 28542-0041

#### STUDENT OUTLINE

COURSE TITLE: Reserve Officer & SNCO Logistics Course

LESSON TOPIC NUMBER: D120

LESSON TOPIC: Supporting a Battalion Attack

#### INSTRUCTION REFERENCES:

1. MCWP 4-1 Logistics Operations

2. MCWP 4-11 Tactical-Level Logistics

3. MCWP 5-1 Marine Corps Planning Process

OVERVIEW: The purpose of this class it to teach students how to plan logistical support for an infantry battalion.

- a. Major Teaching Points:
  - ·List planning steps in a offensive operation
  - · Identify the tenets of a concept of support
  - ·Outline the steps in writing a paragraph 4
  - ·Understand how to read a T/OE and Annex A
  - ·Identify planning considerations for support a battalion attack
  - · Explain the echelons of CSS
  - Describe the considerations for employing trains, Command and control, and resupply and replenishment.
  - Explain the repair and recovery process
  - · Explain the process of obtaining medical support
  - ·Identify the considerations for employment of CSSE

#### LEARNING OBJECTIVES

1. <u>Terminal Learning Objective:</u> Given an operation, commander's guidance, the requirement to provide CSS, access to automated information systems (AIS), and the references, conduct combat service support (CSS) planning, to ensure logistical support requirements are appropriately identified. (0402.08.01)

## 2. Enabling Learning Objectives:

- a. Given the references, operational plan, commander's guidance, and a written test, develop appropriate logistics annexes and orders, per the references. (0402.08.01b)
- (1) Name the planning steps for conducting CSS in offensive operations.
  - (2) Identify the tenets of a concept of support.
  - (3) Outline the steps in writing a paragraph 4.
- b. Given the references, operational plan, commander's guidance, and a written test, identify CSS capabilities and deficiencies, per the references. (0402.08.01c)
- (1) Read and interpret the T/O&E and Annex A (Task Organizations).
- c. Given the references, commander's guidance, the requirement to provide CSS, and a written test, identify planning considerations for supporting a battalion in the attack, per the reverences. (0402.08.01i)
- d. Given the references, commander's guidance, the requirement to provide CSS, and a written test, identify support requirements per the references. (0402.08.011)
- e. Given the references, commander's guidance, the requirement to provide CSS, and a written test, task-organize CSS assets, per the references. (0402.08.01m)
  - (1) Explain the echelons of CSS.
- f. Given the references, commander's guidance, the requirement to provide CSS, and a written test, plan for the employment of CSS assets, per the references. (0402.08.01n)
  - (1) Describe the considerations for employing trains.

- (2) Describe the considerations for command and control of trains.
  - (3) Describe the resupply and replenishment of trains.
  - (4) Explain the repair and recovery process.
  - (5) Explain the process of obtaining medical support.
- (6) Identify the considerations for employment of the CSSE.

## STUDENT MASTERY

- a. DATE MATERIAL WILL BE TESTED: N/A
- b. MATERIAL WILL BE TESTED USING THE FOLLOWING METHOD: N/A
- 1. <u>CSS PLANNING FOR OFFENSIVE OPERATIONS</u>. Begin planning by conducting an estimate of the situation using the planning pneumonic (METT-TSL).
- a. <u>Mission</u>. What are the supported unit's mission and Scheme of Maneuver (SOM)?
- b. <u>Enemy</u>. Analyze the enemy using the acronyms SALUTE and DRAWD-D. What CSS capability does the enemy's posture drive?
- c.  $\underline{\text{Terrain and Weather}}$ . Look at the terrain and weather from a CSS perspective to identify the support it may require (OAKOC).
- (1) Desert operations will increase fuel consumption rates due to unit dispersion and fast movement rates. Sand will affect filters, gaskets, and intricate parts. More oil and lubricants will be required for preventive maintenance. Troops will require more water.
- (2) Jungle operations will cause excessive corrosion from humidity and may affect electrical/optical systems and canvas or fabric. Battery life is shorter.
- (3) Cold weather operations will increase the need for all types of Class III. The cold will also cause rigidity in all rubber parts. Maintenance personnel will require heated shelters and/or special clothing.

- d.  $\underline{\text{Troops and Fire Support}}$ . Analyze both the T/O and T/E to determine possible support required. Think about the needs of attachments.
- e. <u>Time/Space/Logistics</u>. The culmination and conclusion of all analysis should be to wargame the battle considering time, space, and logistics.

## 2. CONCEPT OF SUPPORTING OFFENSIVE OPERATIONS.

- a. Perform CSS as far forward as the tactical situation permits.
  - b. Maximum use of organic assets/capability is required.
- c. Attachments will include a proportional share of their parent unit's CSS assets. For example, a tank company attached to an infantry battalion would bring it's own retriever, mechanics, repair parts, refuelers, and trucks.
- d. The Combat Service Support Element (CSSE) provides sustained CSS. Task organized CSSDs will replenish the unit/battalion trains.

#### 3. ECHELONS OF CSS

- a. <u>Company Trains</u>. Company trains consist of the immediate support the company commander requires in a dynamic combat situation, i.e. distribution of critical supplies or evacuation of casualties. The company trains will include the company recovery vehicle (if any), the company medical section, and any attached CSS support.
- b. <u>Unit Trains</u>. Unit trains centralize organic CSS assets of the supported unit in a single location under the direct control of the unit commander. Unit trains are most appropriate in defensive, slow moving, or static situations.
- c. <u>Battalion Trains</u>. The battalion trains operate under the control of the battalion S-4 and are normally echeloned into combat and field trains. Combat trains are organic elements, which provide critical CSS in forward areas. Field trains contain all remaining CSS assets and are located further to the rear. Design of battalion trains should be governed by the ability to effect simultaneous resupply of each maneuver element while providing for its' own security.
- (1) <u>Combat trains</u>. The first of the two echelons of battalion trains is the combat train. Combat trains usually include:

- (a) Rations, POL, ammunition, selected medical and maintenance items to last for a specified period (usually not more than 24 hours).
- (b) The forward battalion aid station (BAS) with supporting ambulance teams.
- (c) Maintenance Contact Teams (MCT) with a limited number of maintenance and recovery vehicles.
  - (d) Other anticipated critical CSS.
- (e) Organic or attached firepower for local security.

Each element of the combat train normally follows in trace of the unit they support. Terrain and the tactical situation will dictate proximity to the maneuver element.

- (2) <u>Field trains</u>. The second type of battalion train is the field train. Field trains usually include:
  - (a) The remainder of the BAS.
  - (b) The mess section.
  - (c) The supply section.
- (d) Organic or attached motor transport (less supply vehicles in the combat train).
- (e) NBC MOPP exchange and decontamination equipment.
- (f) Additional water, fuel, and ammunition to exchange with empty vehicles in combat trains.
- d. <u>Regimental Trains</u>. The regimental train consists of that CSS required to sustain the regimental headquarters and any organic or attached units under the direct control of the regiment, such as the TOW platoon.
- e. Mobile Combat Service Support Detachment (MCSSD). The CSSE will normally create a MCSSD to operate in direct support of a mechanized force. Normally, a MCSSD supports a regiment but may be created to support a reinforced battalion operating independently. It may be collocated with regiment and/or battalion field trains. The MCSSD will:
  - (1) Replenish unit and combat trains directly.

- (2) Relieve the unit trains of responsibility for personnel or equipment casualties that cannot be readily treated or repaired.
- (3) Augments the capabilities of the unit trains by providing additional support personnel or equipment in the form of support teams.
- 4. EMPLOYMENT OF TRAINS: Responsibility for positioning of unit/battalion trains rests with the Battalion S-3 after coordinating with the S-4. METT-TSL, the seven principles of CSS, and the six functional areas of CSS will direct the position or relative location of these trains. The following general guidance applies:
- a. <u>Unit Trains</u>. Unit trains should be accessible to the CSSD, but close enough to the battalion to remain responsive.

## b. Battalion Trains

- (1) <u>Combat Trains</u>. Must be far enough forward to remain responsive, normally, not more than 3-5 km behind the tactical elements.
- (2)  $\underline{\text{Field Trains}}$ . Must be readily accessible to the CSSD to improve coordination.

## 5. COMMAND AND CONTROL OF TRAINS

- a. Battalion Combat Trains. The S-4 controls battalion trains through battalion TAC-2. The S-4 could travel with the "Forward" or "Main" Command Post.
- b. <u>Battalion Field Trains</u>. Normally controlled by the H&S Company Commander, MTO, Adjutant, or Supply Officer.

# 6. EMPLOYMENT OF THE COMBAT SERVICE SUPPORT ELEMENT (CSSE)

- a. The location of the CSSE is situationaly dependent. The CSSE may be  $20-25~\rm{km}$  behind the forward line of troops (FLOT), out of range from enemy indirect fire weapon systems.
- b. MCSSDs in direct support may be 10-20 km behind the FLOT or where most responsive, yet survivable. They could be collocated with the field trains or regimental trains except when providing direct support to maneuver units.
- c. <u>Tactical Positioning Considerations</u>. In general, the unit/battalion trains or MCSSD in direct support should be located:

- (1) On defensible terrain, outside of enemy artillery range.
- (2) In an area with enough space to permit dispersion of both vehicles and activities.
- (3) Where there is good cover and concealment from both air and ground observation.
- (4) On firm ground that supports continuous heavy vehicle traffic.
- (5) Near a suitable helicopter-landing zone (HLZ) for medical evacuation and helicopter resupply.
  - (6) Close to main supply routes (MSRs).
- (7) In areas that facilitate good communications with forward elements and with the supporting CSSD/MCSSD, respectively.
- d. <u>Security</u>. CSS elements must be prepared to defend against attack from guerrillas, saboteurs, or combat units that have infiltrated or penetrated into the rear area. Attack from air must also be considered. The S-4 and MCSSD commander are responsible for planning the security of the unit trains and the security of the MCSSD, respectively. Considerations include:
  - (1) Observation posts to provide early warning.
- (2) Establishing a perimeter defense if expecting to be stationary for a period of time.
- (3) Establishing provisional rifle squads from logistics/CSS personnel and assignment of positions and sectors of fire.
- (4) Using vehicles with heavy machine-guns to cover likely avenues of approach.
  - (5) Establishing internal communication by wire.
  - (6) Plotting on-call targets.
- (7) CSS assets will be a primary target for enemy air attack. Consider protection with LAAD units. Seek positions that offer overhead concealment.
  - (8) Position near the reverse slope if possible.

- e. <u>Displacement</u>. Proper positioning of trains minimizes displacements and increases the quality and quantity of CSS. The trains or MCSSD may displace as a whole or by echelon. Displacement by echelon permits continuous CSS and enhances survivability but decreases control and economy.
- 7. RESUPPLY AND REPLENISHMENT OF TRAINS. In order to remain in the field and remain responsive, the trains are going to have to ensure that they can receive the type and quantity of supplies that are required; when they are required. In field operations, it is a continuous cycle of consumption and replenishment. Keeping the trains "fed" is essential to maintaining tempo and exploiting opportunity.
- a. Combat Service Support Element (CSSE). In order to keep the trains responsive, sustainable, and flexible, the CSSE will be required to provide substantial CSS support. Distribution methods and replenishment systems must be tailored to each tactical situation to support the ground scheme of maneuver. Specifically, the CSSE can use a number of options as shown below.
- (1) <u>Mobile Combat Service Support Detachment (MCSSDs)</u>. These are CSSEs that are mobile or positioned to best provide responsive support to the trains. The MCSSD will either replenish the trains from stocks it carries or provide preplanned services.
- (2) <u>Repair and Replenishment Points (RRPs)</u>. RRPs are pre-established sites that have been set up based on previous requirement determinations. At the RRPs, supplies, services, and other CSS support can be provided.
- b. Distribution methods of resupply available. The two primary methods for distribution of supplies are:
- (1) Point Distribution. The receiving unit obtains supplies at a designated supply point.
- (2) Unit Distribution. The CSS organization delivers the supplies directly to the receiving unit. Unit distribution is preferred because it is the most responsive and supportive for the supported unit. Frequently the commander must use a combination of the two methods. In most cases, the main effort and the supporting efforts should be on unit distribution. Avoid, if at all possible, combat units having to move rearward to be replenished. Whichever method is used, the type of support provided must be planned to excruciating detail and understood by everyone.
- c. Replenishment Systems (push/pull). A variety of transportation modes (throughput) can be used to provide CSS.

CSS can be delivered at prearranged intervals and locations (PUSH) or on demand from the support unit (PULL). The trains can draw from MCSSDs, RRPs, or from combat service support areas (CSSAs) as the situation, or the concept of CSS, dictates.

## d. Replenishment Methods

- (1) <u>"SERVICE STATION" METHOD</u>. The "SERVICE STATION" method is much quicker than the "TAILGATE ISSUE" method, but requires combat vehicles to leave their positions or stop enroute.
- (a) Tactical vehicles enter the resupply point following a one-way traffic flow.
- (b) Only those vehicles requiring immediate unit or higher maintenance will stop in the maintenance holding area before conducting resupply.
- (c) WIAs, KIAs, and EPWs will be removed from platoon vehicles.
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- (e) Once all vehicles have completed resupply, the vehicles move to the holding area.
- (2) <u>"TAILGATE ISSUE" METHOD</u>. The "TAILGATE ISSUE" method is normally conducted in an assembly area. If it is employed in forward positions, the terrain must mask resupply. This procedure takes much longer than the service station method and places the resupply vehicles at greater risk.
- (a) Combat vehicles remain in tactical positions. POL and ammunition trucks go to each vehicle position in turn.
- (b) Personnel rotate through feeding area, pick up supplies, water, and mail as individuals.
- (c) WIAs and KIAs with their personal effects are brought to the holding area by platoon personnel.
  - (d) EPWs are centralized and guarded.
- (e) Vehicles requiring maintenance are brought to the maintenance area.
- (f) Inspections are completed at each vehicle position.

#### 8. REPAIR AND RECOVERY OPERATIONS

- a. Repair and recovery are accomplished as far forward as possible at the lowest capable echelon. When equipment cannot be repaired on site, it is moved only as far as necessary for repair.
- b. Commanders with organic or attached maintenance sections should task organize MCTs to inspect, diagnose, assist with recovery, and repair equipment at forward sites. Contact teams typically operate with combat trains and determine whether or not the damaged item is repairable at the recovery site. If battalion maintenance personnel cannot repair the item on site it is:
- (1) Moved by company personnel to a designated Repair Replenishment Point (RRP) to await repairs.
- (2) At the RRP, equipment is repaired by a 2nd echelon (MCT) from organic assets or 3d echelon Maintenance Support Teams (MST) from the supporting CSSD.
- (3) If MCTs or MSTs cannot repair the equipment, it is moved to a RRP operated by the MCSSD or CSSE.

## 9. MEDICAL SUPPORT

- a. Initial casualty treatment is provided by corpsmen attached to the companies or by other Marines. Corpsmen give emergency medical treatment, perform triage (the evaluation and classification of casualties), and ensure casualties are prepared for prompt movement.
- b. Casualties that cannot be treated by company corpsmen are evacuated by any means possible to the Battalion Aid Station (BAS). The company is responsible for the evacuation to the BAS. Regiments operate a Regimental Aid Station (RAS) to treat casualties from the regimental headquarters. The RAS is not in the evacuation chain for subordinate units.
- c. Casualties requiring further treatment are evacuated by the MCSSD to a collecting and clearing station. The battalion is responsible for coordinating evacuation to the collecting and clearing station.
- d. Any medical facility may be bypassed when the condition of the patient warrants and the evacuation means permit. This is why it is imperative to know what echelons of care are provided at each medical facility.
- 10. WRITING PARAGRAPH 4 OF THE BATALLION OPERATION ORDER. In order to write the paragraph 4 of the operations order we need

to go back to the considerations we looked at at the beginning of this class.

- a. Analysis of METT-TSL
- b. Apply the seven principles of CSS: Responsiveness, Simplicity, Flexibility, Economy, Attainability, Sustainability, and Survivability.
- c. Determine requirements, priorities, and allocations in the six functional areas of CSS: Supply, Maintenance, Transportation, General Engineering, Health Services, Services.
- d. The bottom line is the paragraph 4 must support the ground scheme of maneuver.

## 11. EXAMPLE PARAGRAPH 4:

#### 4. LOGISTICS

Concept. (Word description of how the battalion will be supported.) For example: The battalion organic logistics assets will be echeloned into combat trains and field trains to support this operation. The combat train will follow closely in trace of the maneuver elements and provide unit distribution to the main effort and supporting efforts. The combat train will carry critical supplies to include 1 DOS/DOA of water, fuel and ammunition. All organic supplies and equipment not contained in the combat trains will remain with the field trains collocated with the Regimental CP. CSSD-15 will replenish combat trains and provide sustaining CSS as requested.

Prescribed Load. (Should be articulated specifically in unit SOPs or the Battalion Annex D. Any deviation from the SOP should be specified here.) For example: Each Marine will carry 2-canteens of water, specified number of rounds by DODIC for each weapon, first aid kits, etc.

Resupply. (Specify time, priority by unit, class of supply, method, and approximate location.) For example: Resupply will be performed by the combat trains at RRP\_\_\_\_, Grid\_\_\_ at (time) using the service station method. OR.... O/O combat trains will move up to company positions and perform tailgate resupply when the tactical situation allows.

<u>Medevac</u>. (Specify the medical evacuation chain, the location of medical services, and the transportation

plan.) For example: The MEDEVAC chain will be from the point of injury to the company corpsman, BAS in the combat train, BAS in the field train, collecting and clearing station at the CSSD, fleet hospital/hospital ship. Routine MEDEVACs (walking wounded) will be evacuated by organic surface means. Priority and urgent medevacs can bypass any level and will be moved primarily by helicopter, alternate is surface transport (Company Commander makes that call; not a corpsman). Combat trains will provide overflow surface transportation means beyond organic capability. The CSSD provides overflow transportation for the combat trains, particularly for mass casualties.

Repair/Recovery. (Specify concept, evacuation policy, and abandonment procedures.) For example: Repair will be accomplished as far forward as possible. MCTs (specify by type: motor transportation, ordnance) will be located with combat trains. MSTs (all commodities) with  $3^{\rm rd}/4^{\rm th}$  echelon capability will be provided by the CSSD. Any vehicle, which cannot be repaired in twelve hours in forward locations, will be evacuated to the nearest RRP or MSR.

EPW. (Typically per Battalion/CSSD SOP. Note any deviations from the SOP.) For example: EPWs will be handled in accordance with the 5Ws. Companies are responsible for transportation to the combat or field trains. Trains will transport to EPW holding area in the vicinity of the regimental CP.

Graves Registration. (Per Bn/CSSD SOP. Note any
deviations from the SOP.)

CSS Request Method. (Procedures to request resupply. Designate primary and alternate nets to be used. Consider brevity code requests.) For example: Supported unit will contact S-4 on Battalion TAC-2 and pass request in rapid request format. A LogSum report will be submitted at 1500 daily.